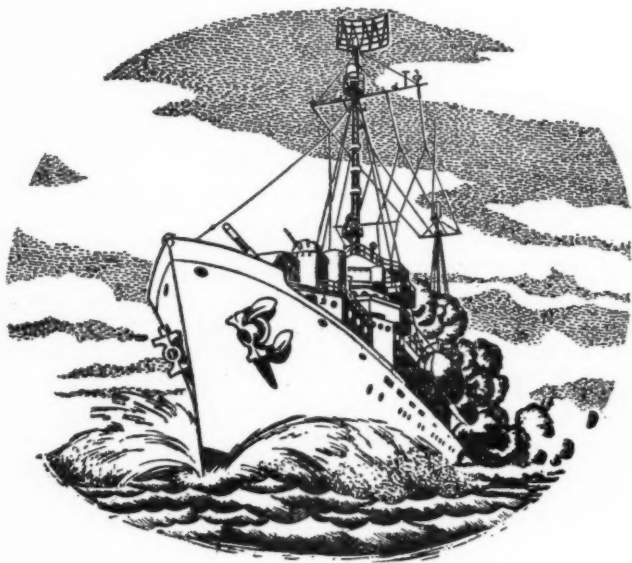


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BULLETIN



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The Bulletin is published each month by the Public Information Division, United States Coast Guard Headquarters. Its purpose is to disseminate general information to the Service and other interested parties. Wide circulation is desirable, but due to the limited number of copies available distribution is necessarily restricted.

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U.S. COAST GUARD BULLETIN...



Published monthly with the approval of the Director of the Budget
Washington • September 1948

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Selective Service Act of 1948

The Selective Service Act of 1948 which was approved on 24 June 1948 has proved to be one of the most talked over acts of Congress in the last few years. And rightly so, for it concerns almost every family in this country.

While the talking is considerable, it is interesting to note that many persons are not aware of some of the provisions included within the act. Two of the most important points are: first, that the Soldiers and Sailors Civil Relief Act of 1940, until subsequently repealed by an act of Congress, continues to apply to personnel entering the Coast Guard during the life of the Selective Service Act; and second, a person after he has received orders to report for induction, shall *not* be accepted for enlistment. The first point is of especial interest to all service men because of its many and varied benefits. The Office of Military Morale, Headquarters, has aided many personnel with problems which have found their solution within the Soldiers and Sailors Act. Concerning the second point, many comments have been passed along that the recruiting offices of the various services are crowded with men trying to enlist prior to receiving induction orders.

There are several categories in which a person is not liable for induction. Five of these are: commissioned officers, cadets, warrant officers and enlisted men of the Coast Guard while they are on active duty; any person now serving or who may subsequently serve in the Coast Guard; those who were or will be honorably discharged upon the completion of three years or more active duty; any person

who served honorably on active duty between 16 September 1940 and 24 June 1948 for 12 months or more; and those who served honorably on active duty between 7 December 1941 and 2 September 1945 for a period in excess of 90 days.

New Rating Structure

After intensive study and numerous conferences the rating structure of the Navy, and the Coast Guard, has been changed to produce a broadly qualified, well-rounded personnel within the service during peacetime. In establishing a rating, jobs which require essentially the same kind of experience, training, techniques, abilities, and physical and mental capacity are classified together under one rating.

The rating structure is flexible so that it can be expanded in time of emergency, from broad general-service requirements to narrower emergency-service needs within the same occupational grouping. This entails the establishment of additional exclusive emergency-service ratings which are not included in the peacetime structure but which may be activated in time of emergency.

The Coast Guard effected the rating-structure change on 2 April 1948 conforming to the Navy's policy. It simplifies the change to Navy jurisdiction in the event of national emergency when the Coast Guard becomes part of the Navy.

All abbreviations for ratings now contain two letters for the regular serviceman while members of the Coast Guard Reserve have emergency ratings consisting of three letters each. For example, the emergency rating of QMQ is held by reservists who serve as wartime quarter-

master only, while the emergency rating of QMS is held by reservists who serve as wartime signalman only. Personnel of the present Coast Guard who hold the rating of QM are qualified for both quartermaster and signalman duties.

Submit Your Ideas to HQ

The Commandant recently recommended the submission of constructive ideas by all members of the Service. He urged all superiors to encourage subordinates to submit constructive ideas on all activities developed in the field in order that such ideas may be distributed generally for the benefit of the entire Service.

The Commandant feels that personnel in field units are often unaware of the large amount of information now available on many problems of Service interest. He cited the Headquarters' report listing and showing the status of various testing and development projects which have been considered.

"It is desired," the Commandant said, "that this material receive wide circulation within units receiving the report in order that personnel engaged in practical operations may be better advised as to the amount and kind of work which has already been done on various subjects which are of probable interest to them."

Detailed reports on these projects are available at Headquarters, and specific questions will be answered when possible to do so.

In 1826, Captain Webster, in command of the *Active*, while in Havana, was offered \$10,000 to take some officials to another port, under the protection of the United States flag. He refused the offer. Subsequently, after reporting the incident to Washington, he was tardily informed that had he accepted the money and performed the service "it would not have been considered a fault."

There is mention of buoys in the Delaware River as early as 1767.

Motor Cargo Boat Designed

Headquarters' Naval Engineering Division is developing the design of a 24-foot motor cargo boat for use by tenders and other units that handle cargo by small boat. The boat will be powered with a Navy DA 25 hp. diesel engine and will have a cruising radius of 100 miles. It will be fitted with a ramp door, skidways, and other features for easy cargo handling.

Four full-sized test models of the boat will be built at the Coast Guard Yard, Curtis Bay, Md., incorporating the Service's peacetime and wartime experiences in supplying lightships, lights, and outlying units of all types. Each test model will have different hull materials; all steel, all aluminum, steel bottom with aluminum top, and plywood with steel facing.

Although still in an experimental stage, the plans for supplying the boats to Service units that would use them depend on the results of the tests. The rate of equipping Service units with the boat would, of course, depend on the Coast Guard's budget for the next few years.

THAT REMINDS ME

As the result of a story titled "Unusual Behavior of a Lighted Bell Buoy" which appeared in the May 1948 issue of the COAST GUARD BULLETIN, one of our readers brought in a newspaper clipping dated 13 August 1925, which contained an account of a whistle buoy, missing from its station at Frying Pan Shoal for 18 months. Set adrift during a severe February storm, Frying Pan Shoal buoy made a trans-Atlantic journey of over a year's duration before settling down in the Irish Channel. It was returned to the United States by a commercial freighter.



(Acme Photo)

Flags flew from Lookout Tower on Cape Hatteras, the "Graveyard of the Atlantic," as the Coast Guard celebrated its 158th birthday.

Great Day in the Morning!

Meaning, of course, 4 August 1948—the 158th Birthday of the United States Coast Guard. As is often the case with extemporaneous remarks, we must qualify them. Not that it wasn't a great day in the morning, and all day. But this *affaire* began long before the 4th and kept right on going.

As a matter of fact congratulations began to drift in during July. By the middle of the month greetings were on hand from the Hon. John W. Snyder, Secretary of the Treasury, and the Hon. E. H. Foley, Jr., Under Secretary of the Treasury.

But it was the release on 31 July 1948

by the President of the United States, proclaiming, " * * * August 4 as Coast Guard Day, in recognition of the work of this agency of the Government, to the end that its 158th and subsequent anniversaries may be observed with appropriate ceremonies" that let down the barriers. The avalanche descended in the form of letters, wires, and proclamations from governors and mayors. From the East, West, North, and South they came. Beribboned proclamations with gold seals—silver seals—red seals—blue seals—even with no seals, every one as welcome as the flowers in May. Anniversary week found us on the air, over the networks, on television. The pro-

grams were good too, we are told, though far too numerous and over-lapping for us to monitor. But it was thrilling to waken to the strains of *Semper Paratus* on that morning—take our word for it!

Every district had its particular kind of celebration, such as that held at Grand Haven, Mich. You, perhaps, took part in one—no need for enlightenment on that score.

But, because we at Headquarters still bask in the reflected glory of that Anniversary Week, and because reverberations are still being felt here, we would pass the "cheer" around, so to speak. Even a bare mention of individual salutes, greetings, congratulations, etc., would fill the September issue of the bulletin. We must, therefore, check rein our exuberance and hew close to the space-limitation line.

Warm greetings came by personal letter from Gen. Omar Bradley, Chief of Staff, U. S. A., and from Gen. Hoyt S. Vandenberg, Chief of Staff, U. S. A. F.

Secretary of the Navy, John L. Sullivan and Admiral Louis E. Denfield, U. S. N., sent greetings in the form of a congratulatory press release.

Wires came from American Legion posts, from Admiral Blandy and the officers and men of the Atlantic Fleet, from the Commander of the Sixth Task Fleet and from Dr. L. A. Scheele, Surgeon General of the United States Public Health Service.

It's fine to have a 158th anniversary to blow about but much better when some one else does the "tootin".

Like this: The *Washington, D. C., Daily News* featured a quarter page of Coast Guard pictures and stories and referring to the Coast Guard's part in World War II said, "Many Coast Guardsmen got lost in the shuffle in the *claim-for-glory* battle that ensued between other services. Many are unheralded and unsung today. Day in and day out, peacetime or war, the Coast Guard probably has a tougher and rougher job than any other branch of the service."

The *New York Times*, in writing up the International Air Exposition at Idlewild

and the participation therein of Coast Guard helicopters, said, "The senior service can be counted on for some thrills."

The *Daily Home-News* of New Brunswick, N. J., carried this story: "You're the owner of a small boat and have a few friends out for a sail. Suddenly something goes wrong. The engine putt putts, coughs and dies in a long low sickly wheeze. The folks waiting back home are mighty worried. So they call the Coast Guard!"

"A flier is long overdue at his field and there is alarm for his safety. The Coast Guard is asked to assist!"

"On a storm-tossed sea, survivors of a downed plane or a ship in distress S. O. S.'s for help. The Coast Guard is off to the rescue!"

"The river is ice-jammed * * * frozen over tighter than the skin on an apple. The Coast Guard is notified!"

An editorial in *The Baltimore News-Post* referred to the Coast Guard as " * * * ancient and honorable * * * the housekeeping department of the Government * * * trimming lamps, delivering mail, taxiling Federal judges to court in Alaska, sweeping derelicts and acting as nursemaid for fur seals on the Pribilofs."

The *Cleveland News* had this to say, " * * * the men of the Coast Guard have carried out daring, spectacular, and sometimes risky assignments in a manner which gives it the appearance of routine."

The *Honolulu Star Bulletin* in its editorial titled "The Coast Guard at 158" wrote: "The work of these men of the sea is a glowing chapter in the history of America. On one side, it is spectacular and romantic, with many a daring rescue at sea to give illustration to the Coast Guard's unofficial motto 'You have to go out, but you don't have to come back.' On the other side it is often lonely drudgery, calling upon the resources of the sternest character. There is no finer service to engage the loyalty of a young American than the United States Coast Guard."

Although these glowing accounts, like Tennyson's famous "Brook," could "go

on forever," we will content ourselves with quoting just one more.

The *Chicago Sun-Times'* editorial titled "Silent Service" reads: "To most of us, the Coast Guard conjures up a pretty picture of a neat Cape Cod station on a beautiful shoreline, or a gleaming white cutter steaming proudly and swiftly on a heroic mission. This is hardly a complete picture. Coast Guard duties include the toilsome and unexciting task of servicing thousands of light houses and buoys and such uncomfortable and dangerous services as patrolling iceberg haunted steamer lanes. Coast Guardsmen enforce navigation laws, combat smuggling, inspect ships equipment and personnel. To the 20,000 officers and men of the Coast Guard, you heroes of flood and hurricane, on this 158th Birthday—congratulations and a hearty 'well-done'."

Salutes from commercial enterprises were incorporated in their advertisements. The *Honolulu Advertiser* carried a three-quarter-page salute, sponsored by 28 commercial firms of that city. A salute to the Coast Guard which appeared in the *Wilkes-Barre Times Leader* of Wilkes-Barre, Pa., sponsored by the Deposit & Savings Bank of that city read, "The people of Wyoming Valley will always be grateful for its assistance during the Flood of 1936." Words to warm the cockles of your heart!

At this writing the mail delivery brought a letter indicative of reverberations before-mentioned that are likely to continue. This letter may serve as a fitting close to the story of the Coast Guard's 158th Anniversary. The letter comes from the Visual Instruction Center of the San Diego city schools and asks permission to " * * * reproduce enlargements, reductions, or additional prints of Coast Guard photographs which had been placed on display in the city of San Diego in connection with the Coast Guard Anniversary * * * to be used in the visual instruction program of the San Diego city schools."

Sometimes unwittingly—but never unwillingly—the Coast Guard contributes.

International Ice Patrol Post Season Operation Cruise

On 1 August 1948, the Coast Guard completed its first aerial survey of icebergs and ice conditions in Baffin Bay. Since 1931 several surveys have been made of Baffin Bay by surface craft, however, this is the first time aircraft have been used. It is believed that the aerial surveys will prove to be more satisfactory, so far as iceberg census is concerned, because they are carried out from an altitude of 2 miles, and can cover many bays and glacier areas not accessible to surface craft.

Most of the icebergs break off from glaciers on the west coast of Greenland, are picked up by the West Greenland Current and carried to the upper end of Baffin Bay. Here they encounter the Labrador Current, which brings them south along the Canadian Arctic, Labrador, and Newfoundland coasts and out into the shipping lanes. This journey of over 2,000 miles, in some cases, takes from 2 to 3 years, during which time many of the bergs are broken up or otherwise dissipated. It is believed that by carefully checking the positions and concentrations of icebergs over a period of three or more years, that the ice observation officers will be able to predict more accurately the number of icebergs expected to reach the shipping lanes each year.

The negatives taken on this survey have been developed and are in the process of being printed at Coast Guard Headquarters. In addition to documentary photographs, the photographer was able to get many spectacular and interesting shots of glaciers and heavy iceberg concentrations. A national release will be made up and distributed to all news collecting agencies. The outstanding quality and interest value of many of these pictures will undoubtedly be of national interest.

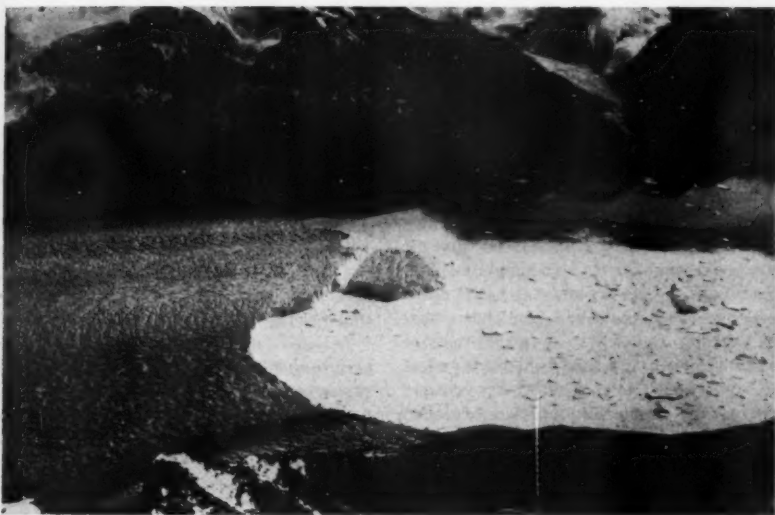
EDITOR'S NOTE.—The July issue of COAST GUARD BULLETIN covered the purpose and objectives of the Post Season Oceanographic Survey and Ice Observation (census).



Two miles up and ten miles away, a Coast Guard photographer on post-season survey of the International Ice Patrol, records two glaciers intercepting each other and proceeding on to the fjord to deposit their share of icebergs. This glacial ice, under tremendous pressure from the icecap, has been found, by actual measurements to move as much as 50 feet per day. In the early fall the fjords and bays freeze solid, preventing the movement of icebergs. The glaciers however continue to move at their usual rate. In the spring the surface ice breaks and the icebergs move out. At times, more than 2,000 icebergs may be seen from a plane at this altitude.



An early morning view of a glacier depositing bergs into Melville Bay. This photograph shows hundreds of icebergs, recently deposited by this and adjacent glaciers. Thousands of icebergs, ranging from one to several city blocks in size, break each year from the glaciers in Baffin Bay. Fortunately, only a small percentage reach the steamer lanes.



Jacobshavn Glacier deposits a huge iceberg into the icy waters of Disko Bay. This particular glacier is 5 miles wide at its mouth, which gives some idea as to the size of the berg that has just broken clear.



When the ice recedes this is left. Many years ago, glaciers pushed millions of tons of ice, rock and gravel down these valleys. The glaciers and most of the icecaps have disappeared. Now full-size rivers, fed by hundreds of thaw-streams from the remaining ice and snow, carrying their cargo of silt, dirt, and gravel seaward. In spite of this recession of ice, there still remains in Greenland the world's largest icecap—some 500,000 square miles in area.

Coast Guard Cadet Cruise—1948

With the standing in at New London, Conn., of the *Eagle* and the *Campbell* on 13 August 1948, another Cadet Cruise passed into history. It will be long remembered by many of its participants and for many reasons.

It has been truly said that reading all the books ever written about piano playing won't produce a pianist—that it takes practice. Seemingly based on that homely precept, Cadet Cruise programs are planned to provide opportunity for cadets to apply theoretical knowledge gained during the long grind at the Academy. In this respect the 1948 Cruise was similar to previous cruises. But, it is the unexpected that constitutes a real test—the proof of the pudding, so to speak, and in this respect the 1948 Cruise was unlike its predecessors.

But, you can be the judge. The story goes this way: On 8 June 1948, some 400 officers and men set sail aboard the *Campbell* and *Eagle*, bound for the Azores, London, the Canary Islands, and Bermuda.

On the first day out, the auxiliary engine of the *Eagle* was temporarily disabled. Right away cadets saw a practical demonstration—a Coast Guard crew taking a disabled vessel in tow in near-record time, with hawsers being flaked out even as the *Campbell* neared the *Eagle*.

On 12 June, the value of daily drills, the importance of every man to his station, the know-how of what to do and when was brought home when the *Eagle* blinked a message to the *Campbell* that Radioman Dick Roth had suffered an attack of appendicitis and required immediate hospitalization. The vessels hove to, Roth was removed by boat crew from the *Eagle* to the *Campbell*, and rushed to a Bermuda hospital. Cadets who assisted in the maneuver will not soon forget that perfection of operation acquired only through practice made possible the transfer and eventual hospi-

talization of young Roth. No "program" could have provided a more vivid lesson of safety-at-sea.

As the days went by, cadets aboard the *Eagle* learned about deck seamanship. Those aboard the *Campbell* learned about gunnery, were permitted to man and fire guns, scored several direct hits on balloon targets with the 20- and 40-mm. guns, heard with gratification the "well-done" coming over the bridge amplifier as a hit was made. Later came practice with the 5-inch gun and "night illumination" drills.

Breeches buoy drills were held with both vessels working in company. Dr. Weise who had come aboard the *Campbell* with Radioman Roth returned to his post aboard the *Eagle* by breeches buoy.

Boat drills were held and cadets and crew increased their proficiency in handling small boats.

On June 20 came Ponta del Gada, the Azores, and liberty.

Late June 23 found the squadron again underway with course set for London, when the *Campbell* was ordered to proceed to assist a burning Norwegian tanker, the *Fenris*. On June 26 the abandoned *Fenris* was sighted, in tow of the *S. S. Mission San Juan*, bound for Ponta del Gada. The *Campbell* departed the tow but that night again proceeded to the *Fenris* reported to have broken her towline. The *Campbell* was prepared to sink the *Fenris* with gunfire, but when her position was reached the *Fenris* had gone to the bottom.

Maneuvering problems and zigzag drills were conducted and on 29 June, Eddystone Light came into view—soon the squadron was steaming past the chalk cliffs of Dover, and it was London and liberty!

The squadron departed London on 12 July with Santa Cruz the next scheduled stop. Soon after leaving the English Channel the *Campbell* was ordered to answer a call from the *S. S. William Carson*. Mutiny aboard that merchant ship had been reported. Here the *Campbell* passed into the operational control of the Commander, Eastern Area. Also

proceeding to the *Carson* were the Navy carrier *Coral Sea* and the battleship *Missouri*.

The *Eagle*, meanwhile, continued steady progress toward the Canary Islands, now making, now furling sail as wind and sea allowed and with plenty of drills and "heaving around."

Speculation ran high among the cadets aboard the *Campbell* as a boarding party was designated to go aboard the *Carson*. What was the cause of the mutiny—what action would be taken? Then came the let down. The *Campbell* was to return to the control of the Commander, Practice Squadron. Not until several days later was news received that the message describing the mutiny was erroneous—it was later reported that a deranged radio man had hurled himself into the sea.

With the mutiny scare in the background, the *Campbell* and *Eagle* were once again in company and on 16 July the two ships engaged in mutual transfer as one section of cadets aboard the *Campbell* went to serve aboard the *Eagle* and vice versa. Cadets manned the boats and transfer was effected without incident. Both vessels then proceeded on course and again classes in seamanship, gunnery, navigation, and engineering with constant drills occupied the days. On 21 July found the ships at Santa Cruz.

On 24 July both ships stood away, and proceeded toward "Uncle Sugar." On 31 July another transfer of cadets was carried out.

On Sunday, 1 August, radio messages brought tragic news of a French airliner, carrying 40 passengers and 12 crew members, down on a flight between Martinique and the African city of Port Etienne. The *Campbell* was immediately dispatched to the last reported position of the downed airliner. The sad fate of passengers and crew is now well known. It requires very little imagination to picture the mixed feelings of hope and despair that must have held sway aboard the *Campbell* during that intense search. On the fifth day two rose-upholstered aircraft

jump seats were taken from the water. The seats when sighted were surrounded by mammoth sharks—safety belts were missing. Despite this gruesome discovery, the *Campbell* continued her search. Officers and crew members steadfastly refused to relinquish hope that some survivors might be located. The *Campbell*, acting as coordinator of surface search, steamed through a debris-covered sea. After a thorough combing of the area she changed her course to leeward on the theory that had any survivors escaped by raft, they might have been driven by prevailing winds.

On 6 August, with fuel supply running low, the *Campbell* was finally forced to abandon search and after turning the wreckage aboard over to the master of the *Crois De Lorraine* the cutter began the run to Bermuda. Air Force flyers who had taken part in the search, and news correspondents met the ship at the dock and the Navy was furnished with prints of the wreckage found. Bermuda newspapers devoted much space to the *Campbell's* arrival and the part she had played in the search for the lost plane.

All hands enjoyed liberty at Bermuda, but we are willing to wager that even liberty in Bermuda was not sufficiently overwhelming to erase the tension built up during that search, nor to obliterate the remembrance of rose-upholstered seats—shark infested waters.

So, it was quite a cruise—quite a saga—quite a bit different from some of the others, we believe.

Historical Notes

As a result of the efforts of Sumner I. Kimball, Chief of the Revenue-Marine Division of the Treasury Department, the Life-Saving Service was set up within the Revenue-Marine Service in 1871.

In 1836, to encourage habits of temperance amongst the seamen of the Revenue Cutter Service the "spirit" ration was discontinued, and 3 cents allowed in lieu, which was paid at the end of each month.

Hon. E. H. Foley, Jr. Appointed Under Secretary of the Treasury

Hon. Edward H. Foley, Jr., the Treasury Department official who exercises general supervision over the U. S. Coast Guard, was appointed Under Secretary of the Treasury, by the President effective 15 July 1948. Since 12 April 1946, Mr. Foley had served as Assistant Secretary of the Treasury.



**Edward H.
Foley, Jr.**

He will continue to exercise general supervision over the work of the U. S. Coast Guard, as well as the Office of the Comptroller of the Currency, Bureau of Engraving and Printing, Bureau of the Mint, Bureau of Federal Supply, Office of Chief Coordinator—Treasury Enforcement Agencies, the Bureau of Narcotics, the U. S. Secret Service, and the

Committee on Practice. (NOTE.—The Committee on Practice regulates the practice of lawyers and accountants appearing before Treasury agencies in tax matters. Both the Bureau of Narcotics and the Committee on Practice have their Washington headquarters located in the Coast Guard Building.)

Mr. Foley entered the Government service in 1932 as an attorney with the Reconstruction Finance Corporation, and served as General Counsel for the Public Works Administration from 1933 to 1937. He transferred to the Treasury Department in 1937 as an Assistant General Counsel, and on 19 May 1939, was appointed General Counsel for the Treasury. He resigned from this position on 23 July 1942, to accept a commission as lieutenant colonel in the Army of the United States. In August 1943, he was promoted to colonel at which time he was ordered over-

seas for duty in the North African and Mediterranean theaters.

He was awarded the Legion of Merit for his services as Chief of the Finance Subcommission of the Allied Control Commission for Italy. After his separation from the Armed Services, Mr. Foley served as General Counsel for the Office of Contract Settlement. On 15 April 1946, he was appointed Assistant Secretary of the Treasury and has continued in that capacity until his appointment as Under Secretary. Mr. Foley is a native of Syracuse, N. Y., and is a graduate of Fordham University and of its law school. He is the first person in the history of the Department to hold the three positions of General Counsel, Assistant Secretary, and Under Secretary.

Buoy Tower to Support Radar Reflectors is Designed at Headquarters

After experimenting over a period of time with radar reflectors on buoys to increase their usefulness, Headquarters has announced the completion and approval of a newer designed buoy tower which is more rugged than the former design.

Drawings of the new design indicate a buoy tower to support eight trihedral shaped radar reflectors to be used on the larger classes of buoys. The reflectors being constructed from 16-gauge sheet steel are flanged to give maximum strength. Another feature is that the reflectors are removable which will facilitate the maintenance of the buoys.

Being interchangeable with existing towers on 9- and 10-foot buoys, the newly designed towers will be installed when available and during the periodic annual overhaul of the buoys. As before, ladder ways provide access to the lighting apparatus when maintenance is required.

The construction of 10 assemblies is now progressing using an earlier design and mounting the trihedral reflectors above the lantern.

Chief Dental Officer for United States Coast Guard

A step in the direction of providing increased dental service to men of the United States Coast Guard and their dependents was made with the appointment of a Chief Dental Officer at Headquarters.

Capt. James F. Lewis, USPHS, serving in that capacity since July 1948, expects to make a survey of dental facilities in the continental United States. Some of his inspections are scheduled to be made with Rear Adm. Bruce Forsyth, Chief, Dental Division, United States Public Health Service.

Three vessels of the United States Coast Guard, the *Kukui*, *Unalga*, and *Northwind*, carry dental officers as part of their ship's company, since the nature of their duties does not bring them regularly to dental facilities.

However, with the three above exceptions, all Coast Guard vessels must arrange for dental service when they are in port and in many cases at locations where there are no Coast Guard units staffed with dental officers.

Plans are being developed to provide services of additional mobile dental units for small stations in isolated areas, and for additional services of contract dentists (civilian dentists under contract to the United States Public Health Service) in areas which cannot be adequately covered by full-time dental officers or by mobile units.

Already three dental officers are assigned to mobile dental units, fully equipped to render routine dental service to Coast Guardsmen at many places. The planned survey hopes to bring out

where further mobile service is needed.

In general, plans under the direction of Captain Lewis are designed to improve dental services for personnel of the United States Coast Guard and their dependents.

An interesting sidelight on the dental service to dependents concerns treatment of the teeth of children with the topical application of sodium fluoride, one of the latest dental developments for the prevention of tooth decay.

It is also with the purpose of developing closer liaison between United States Public Health Service dental facilities and units of the United States Coast Guard that Captain Lewis is planning the survey. The captain, recently Assistant Chief, Dental Division, United States Public Health Service, is well acquainted with the Coast Guard, having established and headed the dental clinic at Headquarters during the war.

Dr. Lewis also served at the United States Public Health Service Dispensary, Washington, D. C., and at the Detroit and Baltimore Marine Hospitals. A native of Virginia, he is a graduate of William and Mary College and the University of Maryland School of Dentistry.



Captain James F. Lewis

On February 19, 1845, the Lighthouse Establishment was placed under the Revenue Marine Bureau and all collectors given the superintendence of lighthouses, lightboats, buoys, and beacons in their respective districts.

In 1843 there were 20 each of captains, first, second, and third lieutenants in the Revenue Marine Service, 45 petty officers, 7 pilots, 30 stewards, 15 cooks, and 323 seamen. The total estimated cost of running the entire Service was \$205,854.55 in that year.

Logs of Old Revenue Cutters

Who isn't familiar with that story of the revenue cutter *Eagle*? It is one of our favorites and has been told and re-told—written and rewritten—but like rare wine—age improves its flavor.

On the misty dawn of 17 October 1814, the *Eagle* found herself matched against the British 18-gun brig *Dispatch* with no way to escape. The 6-gun *Eagle* was driven ashore on Long Island, where her crew and volunteers stripped the guns and dragged them ashore to emplacements on a high bluff. For 5 hours the gallant crew carried the fight until they had expended all ammunition. They then used the ship's log for wadding and dug out the enemy's shot, lodged in the hillside, to return the enemy's fire. They prevented the capture of the *Eagle*.

This story comes to us like our old folk songs—blazing in glory of miraculous deeds—and through letters and accounts of the incidents. But like so many of the deeds which make up the tradition of the Coast Guard, this one is not recorded in any logs now available in the National Archives.

Mr. Lyle J. Holverstott, Archivist in Charge of Fiscal Section, National Archives, states that the oldest revenue cutter log in the Archives collection is the log of the *Marion* beginning 18 September 1828.

The United States Coast Guard and the Archivist of the United States for the past 6 or 8 years have been endeavoring to concentrate in the National Archives a complete collection of deck logs of all Coast Guard vessels and of all vessels of predecessor agencies of the Coast Guard. Considerable success in adding to the

collection of logs produced after the Civil War has attended this endeavor thus far. Very few logs (or transcripts, abstracts, or journals) for the period 1790 to the early 1860's, which also are of invaluable historical importance, however, have been located.

The assistance of all Coast Guard personnel in continuing the program to collect and preserve these logs is solicited. Anyone discovering among records of Coast Guard units, deck logs of any early revenue cutter or lightship is requested to forward the logs to Headquarters, or if the logs (or log) are in private hands or in a private depository (library or museum), or among records of any other Federal Government unit in the field, to report such discovery to Headquarters.

It is hoped that logs of the oldest cutters, such as the *Scammel*, the *Massachusetts*, the *General Green*, and the *Diligence*, some of which were in service in the early 1790's, can be located and added to the collection in Washington. Headquarters and the National Archives also are interested in collecting muster rolls for the early period in the history of the Revenue Marine or Revenue Cutter Service.

A list of logs compiled by the National Archives and processed by Headquarters will be revised by the National Archives in the future. Logs received in response to this call will be included in the revised list.

On 15 May 1948 the Veterans of Foreign Wars presented a bronze plaque to the officers and crew of the *Bibb* for their heroic rescue at sea of the 69 persons aboard the disabled flying boat *Bermuda Sky Queen* on 14 October 1947.

Distribution (SDL No. 34) :

- A: a, b, c (5 ea) ; d, e, f, l (3 ea) ; remainder (1 ea).
- B: c (14 ea) ; f, g (7 ea) ; e, h, l, l (5 ea) ; j (3 ea) ; k (2 ea) ; remainder (1 ea).
- C: a, b, c, d (3 ea) ; remainder (1 ea).
- D: all 1 ea.
- List 118 (Foreign).

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